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BIRTH.

At Kobe, on February 21st, the wife of Captain A. E. MOSES, of a son.

DEATH.

At Kobe on February 21st, the infant son of Captain and Mrs. MOSES.

HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 6TH, 1912.

THE Army Estimates, presented to the House of Commons on Monday by Colonel SEELY, the Under Secretary of State for War, are remarkable for the development of aeronautics which they indicate has taken place in the British Army, and for the supreme importance which they show is now given to a department of military and naval activity which at first seemed to be overlooked by those responsible for the military efficiency of the country. The naval and military policy of the present Government has never looked critics, and while some were animated by merely party motives, it has to be admitted that others were influenced by purer motives in the criticisms which they offered. Criticism has been directed time and again to the apparent neglect of the War Department to the changes wrought in military strategy by the prospective use of the aeroplane during hostilities between nations, but whether that neglect was more apparent than real, whether the attitude was not one of watchful caution rather than neglect is a question which seems to find its answer in the very rapid development

years in military aeronautics. For instance, in February, 1911, a notable advance was made in this new arm of the British service when the House of Commons was asked to vote a sum of £133,300 for expenditure under the heading of military aeronautics. With that sum it was expected to maintain over twenty aeroplanes of different types, several dirigible balloons, and an air battalion of two companies, the rank and file numbering 133, 23 warrant and non-commissioned officers, two buglers and 14 officers, the idea being that 100 officer airmen were to be trained. The scheme outlined in the Order issued in February of last year has grown since then. It is now proposed, according to the telegraphed reports of the statements by the Under Secretary for War, to absorb the air battalion into a flying corps which in addition to naval and military members will include civilians undertaking to serve their country anywhere in time of war, and, in addition, a joint naval and military aviation school is to be established on Salisbury Plain. That represents a considerable advance, and though the actual amount of the sum included in the Army Estimates this year under the head of aeronautics is not actually stated in the telegraphed accounts, yet from the fact that the increase in the Army estimates of £170,000 is mostly due to aviation, it may be inferred that a greater amount than the £133,300 spent last year is being asked for in the Vote. This increased attention to military aeronautics is very satisfactory, coming as it does as an answer to the critics and the pessimists who are inclined to see good and to see progress in every country but their own. Of course, compared with the expenditure on aeronautics in France, that in Great Britain is a long way behind. In 1911 the French Government sanctioned an expenditure of £662,000 under this head, while in the United Kingdom it was only £133,000, but in comparison with the other Powers Britain's investment in this direction is not far behind and in some instances is in advance. Doubtless as aviation progresses beyond the experimental stage we shall see an even greater development in this arm of military service, the more so when it comes to be recognised, as Mr. GRAHAM WHITE in an article in the *National Review* would have us do, "that the air is not the dangerous element that many people suppose. Under proper conditions, with an experienced pilot and with a good machine, flying is already extraordinarily safe, and it will become safer still as aeroplanes improve. Air-travel" he adds, "will be the means of transport of the future. The aeroplane, as perfected along the lines we now see before us, will be safe, cheaply operated, and enormously speedy. Nothing else, on land or sea, will compare with it. It will be independent of gales. It will pass across seas from country to country. It will provide, for its passengers, a delightful means of voyaging from place to place. Not for nothing has man conquered the air. Larger, heavier aeroplanes are the machines of the future—aircraft with powerful sets of engines, strongly built and swift, and capable of weathering any wind short of the fiercest gale. Will such machines come? The question can be answered without a moment's hesitation. They will. With the advent of the large, fast-flying aircraft, capable of going anywhere and combating any winds, the world's methods of locomotion will be revolutionised. Already, with a high-powered monoplane, an actual speed of nearly 100 miles an hour has been recorded. But these, as I have said, are merely beginnings. I expect myself to see an eventual rate of travel through the air of from 150 to 200 miles an hour. It is a question mainly of constructional strength and motive power." That being so, we can understand that while keeping pace with rivals in the race, our military authorities are not anxious to spend too large sums on machines which are no sooner launched than they are obsolete. The policy of watchful caution is to be commended, and if that be maintained Britons need not fear that they are being out-distanced in the air. Though they may not claim that Britain is mistress of the air, if she is able to hold her own there, then her sons ought to rest content, satisfied that they will be able to work out the great destiny of the Empire.

The Metropole Hotel, Manila, has paid a dividend of 10 per cent.

Mr. P. Marshall has taken over charge of the E. E. Tel. Co.'s station at Labuan.

The C. E. and M. Co.'s steamer *Kwang-ping* was the first vessel to reach Tientsin Bund this year. She arrived on the 10th Feb. at 7 p.m. The *Woosung* was expected there on the 31st.

Mr. John Hendrick Donker-Curtius, one of the oldest foreign residents of Japan, has died at Yokohama. The deceased, who was in his sixty-fourth year, was a son of the first Netherlands Minister to Japan.

The French cruiser *Kleber* arrived from Woosung about two o'clock yesterday, just as the German flagship *Scharnhorst* was departing.The P. & O. steamer *Nile*, which was due here yesterday morning at 9 o'clock with the Siberian mail, did not arrive until five p.m., the delay being caused by fog.An inquiry was conducted by Mr. Irving at the Magistracy yesterday afternoon into the circumstances touching the death of Sub-Lieutenant Bouchier, of H.M.S. *Merlin*. After hearing the evidence, his worship found that death was due to a gun-shot wound, self-inflicted.

Inspector Watt and a party of police made a raid on premises at 61, Queen's Road on Monday last. They found that gambling was being carried on extensively, the sum of \$124 being found on the table. At the Magistracy each defendant was fined \$5, but the keepers were not convicted. Mr. Goldring appeared for the defence.

An organ recital was given at the Cathedral yesterday by Mr. Denman Fuller whose programme embraced compositions by Schumann, Arensky, Wagner, Greig and J. F. Bridge. Mrs. Stainer was the soloist and her singing of "O Divine Redeemer" (Gounod) and "There is a green hill" (Gounod) was enjoyed no less than the organ pieces. The congregation was smaller than usual.

We observe in a London paper that the University of Hongkong has accepted an invitation to send a representative to the Congress of the Universities of the Empire, which is to be held in London during the coming summer. It is of interest to note that there are 52 Universities in the British Empire. We further observe in a London paper confirmation of a paragraph which appeared recently in our "Random Reflections," viz., that "Sir Charles Elliot has been nominated Principal of the Hongkong University."

The Hughes Musical Comedy Company, who are now playing to record houses in Shanghai, had the largest attendance on their opening night with "The Speculators." Shanghai ever seen, standing room being at a premium. The Company will arrive here on the 12th and open on the 13th in the Victoria Theatre with the great farcical comedy "The Speculators," which is screamingly funny from beginning to end. Judging from the Shanghai papers, the Company is the best Musical Company ever seen in the East. The Company is under contract to Mr. H. Frankel, who is now here making arrangements for the opening night. Plans are at Montreux's, beginning to-day.

Inspector Watt yesterday preferred against the licences of the Tokyo Hotel a charge of having violated the conditions of his hotelkeeper's adjacent licence, which empowered him to sell liquor to boarders and their friends in conjunction with meals. Mr. W. B. Hind appeared for the defendant. The Inspector, in outlining the case, said that he saw a number of men enter the hotel at about 10.30 on the night of the 26th February. He followed them and found them all drinking intoxicating liquors. Three of the men were sitting at a table drinking beer, and in front of them were three plates containing very small pieces of cold tongue. No mention of a meal was made by the waiter. After further evidence had been given, and Mr. Hind had addressed the Court, the case was adjourned until to-morrow.

THE OPENING OF THE UNIVERSITY.

Mr. Clementi has written a Latin Ode to be sung at the opening of the University on Monday. The Ode, which has been set to music by Mr. Denman Fuller, reads as follows:—

Finis hic opus! Domus
Stat potens Academicæ,
Unde ab occiduis recens
Amphiorum fluit plagis
Mox doctrina meatu.
Fons ubi est sapientiae
Et, scientia, qua lates
Pontus has negat in suis
Subditas latebris, negat
Has se Terra tenere.
En! Dei reverentia
Haec scientia! Qui mæ
Abstinet, sapit. Hoc hæc
Munere assidue valentem
Exercere inventam!
Pandite ostia! Iam Deo
Gratias agimus. Dei
Semper auxilio novum
Splendide sapientiae
Lumen ex Oriente!

AMEN.

The metre of the Ode is that of the *epithalamium* of Catullus and the central stanzas are based on Job, chapter xxviii, verses 13, 14, 20 and 28, viz.:—

13. But where shall wisdom be found?
and where is the place of understanding?
14. The depth saith, It is not in me;
and the sea saith, It is not with me.
20. Whence then cometh wisdom?
and where is the place of understanding?
28. And unto man he said, Behold, the fear of the Lord, that is wisdom; and to depart from evil is understanding.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE UNREST IN NORTH CHINA.

THE TIENTSIN OUTBREAK.

The doctor who was killed at Tientsin was a German named Sohreyer. He was assisting his compatriots to escape and was shot by a policeman.

FIGHTING AT TSITSIHAR.

A message from St. Petersburg states that fighting took place at Tsitsihar in Manchuria between regulars and expeditionaries in a theatre and continued in the streets. It was resumed to-day. There is a great panic in the city, as it is feared that the revolutionaries will seize the opportunity to stir up disorder.

CHINESE TROOPS OVERAWED.

At Tientsin the activity of the Somerset Light Infantry and at Fengtai the opportune arrival of the Inniskillings overawed 1,500 Chinese troops who threatened to block the Peking Railway.

REPUBLICAN PLANS CHANGED.

A telegram from Peking states that Dr. Sun Yat-sen no longer insists on Yuan Shih-kai coming to Nanking. On the contrary, the Government at Nanking will probably go to Peking to co-operate in the restoration of order. It is reported that bands of soldiers are looting everywhere in the interior.

ALLEGED MANCHU TERRORIST SOCIETY.

The special correspondent of the "Daily Telegraph" at Peking declares that there is a Manchu terrorist organisation in existence, which is despatching emissaries to the various centres to invite the soldiery to revolt.

NEW CLAIMANT TO THE THRONE.

It is expected that a new claimant to the Throne will shortly raise the standard of revolt, in the person of Chu Cheng Yu, a descendant of the Ming Dynasty.

MORE SUFFRAGETTE OUTRAGES.

LONDON, March 5th. The Suffragettes to-day carried out a window-smashing campaign among the principal drapery firms in the West End. A number of arrests were made.

LATER.

In the House of Commons a member asked if in view of the window smashing the Government would pass a Bill making Suffragette organisations responsible for the damage.

Mr. Asquith said that the disgraceful proceedings—(cheers)—ought to be brought home not merely to the wretched individuals but to those responsible therefore. He entirely agreed with the member, but he desired to consult the Attorney-General before making a further statement.

LATER.

There was further window-smashing in the Charing Cross district to-night and shopkeepers are now erecting barricades.

A violent demonstration took place in Parliament Square. Up to the present some two hundred arrests have been made.

LATER.

The Suffragettes raided Knightsbridge and Kensington, smashing windows in Harrod's, Barker's, and other great establishments. They also smashed eight windows in the House of Lords, besides windows in the residences of Ministers. The police, both mounted and on foot, were powerless, owing to the widespread area in which the attacks were carried out.

A Suffragette incendiary has been committed for trial.

LATER.

A few windows in the Mansion House and the United Service Institution were broken. The museums and art galleries were closed early yesterday, and the exhibition at the Royal Academy was closed a fortnight before time for fear that the suffragettes might do some damage.

[THROUGH REUTER'S AGENCY.]

THE COAL CRISIS.

STATEMENT BY THE PREMIER.

LONDON, March 5th.

In the House of Commons yesterday Mr. Asquith made an important statement on the coal crisis. He reviewed the whole course of the negotiations, mentioning that the Government had been closely watching from the beginning the various stages of the controversy, and paid a tribute to both sides for the ability, skill, calm and cool temper with which they presented their case. He referred to his speech at the Foreign Office, and said that it was an impromptu speech and that the report which had been published was correct and exhaustive. He emphasised the point that he said nothing in that speech which in substance or effect went in advance of the published report. He was not in the habit of engaging in flirtations with Socialism and then trying to conceal from the public the manner in which he had been employing his time. He said that in his arguments to the miners' representatives he carefully abstained from expressing any opinions as to which side was right or wrong, but the point he put to the men was the point he was now putting to the House and the whole country. He was not adopting any contentious attitude; his object was peace. (Cheers.) He affirmed the Government's acceptance of the principle of a reasonable minimum wage. It was subject to two conditions. Firstly, that the wage must vary directly by district; secondly, that it must be accompanied by safeguards protecting employers against the diminution of output, which in the long run would be disastrous to all concerned and the industry itself. He pointed out that the men recognised both conditions but declared that the Federation's schedule contained the lowest possible rates beyond the range of negotiation or revision. Mr. Asquith detailed the objections of the owners to the schedule, and asked—Was it possible for any Government, when it had recognised the principle of a reasonable minimum wage, to ask Parliament to coerce one of two parties, who had presented such formidable criticisms and objections to the minimum wage schedule as it stood, to accept not merely the principle but figures without inquiry or negotiations? He put that argument to the men. He thought it had never been his good fortune to present so good a case, and he thought he almost persuaded them. Coming to the present position, he said that the negotiations had not come to a breakdown, but a deadlock. The result for the moment was lamentably insufficient, and he could not but hope and believe that, as time went on there would come together an approximation of points of view and possibly the machinery of adjustment which last week seemed remote, but as far as the Government were concerned they had done what they could and they would continue to do what they could with that object in view. He wished, however, to say also that apart from this the Government were not idle. They felt strongly that the best way of fixing a reasonable minimum for the various districts was by agreement between the parties, and he still hoped that might be done. Nevertheless, the Government felt it to be their duty to undertake, and they were undertaking, careful and rigorous examination of the figures which had been presented on one side and the other. He could not say more at the moment, but he thought that the House would agree that that was their bounden duty. The stoppage had begun, and the consequences which it was entailing on the country, on the prosperity, even on the daily life of the community were at least as formidable as anybody could have foreseen, and as they developed they would increase daily in intensity and volume. In these circumstances, he ventured to say to the House that if it thought, as he hoped it would, that the Government had shown and was showing an adequate sense of the magnitude of the task imposed upon them, then, although it might be necessary to debate the whole question—(cheers)—he hoped they would not do so to-night. (Cheers.) He spoke advisedly and with a full sense of responsibility. He had laid before the House an absolute, full and candid account of what had happened. (Cheers.) He deplored the fact that their efforts had, so far, been unavailing in averting a national catastrophe, but he did say this, and he asked for the universal assent of every man in every quarter of the House to it, that the responsibility of those whether in the Government or of the parties to the dispute or those advising them, who, having it in their power in any wise to minimise the terrible national calamity and did not use it to the full, would be a responsibility which history would not fail to measure. (Loud cheers.)

Mr. Asquith throughout spoke with extreme gravity, and the House followed every sentence intently.

Mr. Bonar Law said he had not dreamed of criticising the Government and had not desired to discuss the question. He assured the Premier that the opposition would do nothing to make the Government more difficult. He thanked Mr. Asquith for his clear and frank statement. (Cheers.)

Mr. Markham then asked for an early debate on the subject.

Mr. Asquith expressed his regret that such a request had been made. He praised Mr. Bonar Law's patriotic attitude. (Cheers.)

PRICE OF COAL RISING.

The price of coal has risen in the North 300 per cent.

[THROUGH REUTER'S AGENCY.]

BRITISH ARMY ESTIMATES.

NEW FLYING CORPS.

LONDON, March 5th. In the House of Commons yesterday Colonel Seely, in introducing the Army Estimates, said that the regulars were better armed than those of any other Continental country, and the field artillery was at least as good as the French and superior to that of other Powers. Besides soldiers and sailors, the proposed flying corps would include civilians undertaking to serve their country anywhere in time of war. The present air battalion would be absorbed in that corps. It was proposed to pass 180 officers yearly through the joint army and navy aviation school to be established on Salisbury Plain, besides non-commissioned officers and cadets. Officers desiring to join the corps must first obtain privately a certificate from the Royal Aero Club, and upon this they would be granted £75 expenses. The Army and Navy sections of the corps would always be on a war footing, necessitating a purchase of 131 aeroplanes. He hoped the House would grant payment to the officers commensurate with the great risks and compassionate allowances in case of accidents.

Mr. Bonar Law justified his language at the Albert Hall, concerning armament, especially the rifle, and accused the Government of delay in obtaining new ammunition.

A Labour amendment complaining of the low wages paid in the Army clothing factory was rejected by 159 votes to 90.

FIGHTING IN TRIPOLI.

LONDON, March 5th.

Reuter's correspondent at Rome telegraphs that Turks and Arabs yesterday made a fierce attack upon the Italians who were erecting works at Derna. They made repeated bayonet charges. Italian reinforcements arrived, and a hot engagement ensued till night, when the Turks retired. Their losses are unknown, but the Italian casualties numbered 150.

TEST CRICKET IN THE ARGENTINE.

LONDON, March 5th.

At Buenos Aires the rubber in the test matches resulted in a win for the visitors, Argentina only scoring 171 in the first innings and 98 in the second, Marylebone replying with 169 in the first innings and 102 in the second for eight wickets.

INDIAN INDENTURED LABOUR.

LONDON, March 5th.

Reuter's correspondent at Calcutta states that the Council of India has rejected the motion of Mr. Gok Hale to prohibit indentured Indian labour for the Colonies by 33 votes to 22.

PALMYRA ISLAND.

LONDON, March 5th.

At question time in the House of Commons Mr. Acland said that the British protectorate over the island of Palmyra in the middle of the Pacific Ocean had been abandoned, a more suitable island having been found for cable purposes.

A LONDON OUTRAGE.

LONDON, March 5th.

Four shots were fired at Mr. Leopold de Rothschild as he was entering a motor car in St. Swinburn's Lane, two shattering the windows, and one wounding a detective who was on the other side. Mr. de Rothschild was unhurt. His assailant was arrested.

ADMIRAL'S SUDDEN DEATH.

LONDON, March 5th.

A telegram from Marantos states that Admiral Aubry, chief in command of the Italian naval forces, died suddenly on board his flagship.

THE SHANGHAI BREWERY.

At the annual meeting of the Anglo-German Brewery Co., Ltd., held at the offices of the agents, Messrs. Slevogt & Co., Shanghai, last week, the Chairman, Mr. Max Hoefer, before addressing himself to the report, referred in sympathetic terms to the loss sustained by the death of Mr. Alexander McLeod who, he said, was one of the original directors and had been chairman for the last seven years. His valuable services and sound advice would be much missed and always very gratefully remembered. The Chairman, speaking of the affairs of the company, said the profit had been further increased and showed about \$11,000 more than in 1910. The report and accounts were adopted unanimously. A dividend of six per cent. to shareholders on the register on 10th February was also declared and agreed to, and Mr. G. R. Wingrove was re-elected auditor. Mr. Hoefer was re-elected a director. The number of shares represented was 759.

CANTON.

[From Our Own Correspondent.]

March 3rd.

SHAMSEEN NOTES.

Mr. E. A. Sly of the British Consulate has gone home on leave and Mr. D. B. Walker takes his place.

There have been some changes in the river during the week end. The *Wilmington*, which we thought we were to have always with us, like the poor, has gone and the *Piscatagua* has taken her place temporarily. The *Tiger*, a two funnelled German gunboat, has also arrived and the Japanese gunboat *Uji* has come to join the cruiser *Satsuma*, which has now been here about a month. In Shamseem everything is quiet, but the place is still strongly guarded and no risks are being taken on any score.

Great disappointment is being felt that the Roving Club Regatta is not to come off. The chief reason for this is that neither of the two Hongkong Clubs could see their way to send up a four for an interport race, and without an interesting event of that kind the regatta would almost certainly fail to be a big success. Why a big place like Hongkong cannot raise a four seems strange when in Shamseem there are only about half-a-dozen available men and they can find time and inclination to make the journey to the Colony.

MADAME MIQUEL-ALZIEU.

Madame Miquel-Alzieu, who gives a piano-forte recital in the Theatre Royal on Friday night, played before Their Majesties the King and Queen and the Viceroy party at Calcutta in December. In London she has played before Queen Alexandra and other Royalties, and at the request of Princess Christian she gave an afternoon concert and was extremely well received by a critical audience.

With Madame Miquel-Alzieu, say the critics, everything is studied and rendered in an admirable manner. But, it is even more by undefinable charm, by the colour of her interpretation, by the incredible variety of tone, which she obtains in the various nuances, and by the sonority, on the same that she overcomes the public. Her prodigious technique is quite disconcerting from a lady's hand and the simplicity of her attitude is more touching than all affectations. There is no artificiality and no uncontrolled exuberance of spirit.

She plays sincerely and scrupulously as a great artist, and it is to be hoped that lovers of music will make the most of Madame Miquel-Alzieu's brief visit and accord her the reception her talents demand.

LAUNCH AT TAIKOO DOCKYARD.

Yesterday forenoon The Taikoo Dockyard and Engineering Co. launched a handsomely modelled steel screw steamer for Messrs. Alfred Holt & Co's. Singapore and Deli trade. The vessel is of the awning deck type. The principal dimensions are 200 feet long overall, 31 feet 6 in. beam, and 21 feet 6 in. deep to the awning deck. Accommodation for a number of passengers is fitted up amidships, with a dining saloon, etc. The officers' and engineers' rooms are situated at a steel house on the awning deck; the crew being berthed forward, and the petty officers aft. The two decks are arranged for carrying stowage passengers, and open spaces are fitted up for the carriage of cattle. Triple-expansion engines of the builders' own make will be installed, steam being supplied from a large single-ended boiler, capable of driving the vessel at a speed of 12 knots. Electric light is fitted throughout. The gross tonnage of the vessel is about 800. As the vessel left the ways she was gracefully christened "Circus" by Mrs. Swire.

In a series of articles dealing with banking in various parts of the world, the *Financial Times* notes respecting Eastern banks that as regards the Hongkong and Shanghai Banking Corporation and the Chartered Bank of India, Australia, and China the position of shareholders is somewhat remarkable. The shares of the Hongkong and Shanghai Bank are nominally \$125, fully paid, but there is also a further liability of \$125, and the liability of a transfer does not cease until twelve months after transfer. Similarly in the case of the Chartered Bank of India, the shares are nominally \$20, fully paid, but there is a further liability of \$20. In this case, however, the liability of a transfer ceases on the registration of the transfer, but the shares of a deceased proprietor must be sold or the liability assumed by the executors as individual shareholders. The question of the additional liability of shareholders of course, only arises in the event of liquidation, but it is necessary for investors to know that liability does exist in varying degrees.

LOCAL SPORT.

GOLF.

CAPTAIN'S CUP.

The February Competition for the Captain's Cup resulted as follows:—

*Mr. W. D. Kraft	88	5	81
*Mr. G. S. Archbutt	85	4	81
Captain Spicer	81	9	82
Mr. K. M. Cumming	82	8	83
Mr. A. W. W. Walkinshaw	83	1	84
Rev. Foster Pegg	84	1	85
Major Caulfield	92	5	87
Mr. E. O. Bird	103	10	87
Mr. R. M. Smith	91	2	89
*Tie for Cup.			

POOL.

Mr. W. D. Kraft	83	5	78
Mr. G. S. Archbutt	85	4	81
Mr. J. Hooper	95	14	81
Mr. K. M. Cumming	82	8	83
Captain Spicer	81	9	82
Mr. C. A. Peel	100	18	82
Mr. Bulmer Johnson	96	12	84
Rev. Foster Pegg	84	1	85
Major Caulfield	92	5	87
Winner of Pool.			
41 Entries.			

HONGKONG RIFLE LEAGUE.

DOCKYARD RIFLE CLUB v. R. N. MUSKETRY STAFF.

This match took place on Tai Hang Range on Saturday. The weather conditions were decidedly against good shooting. P. O. Thompson's score of 94 with an "Open Sight" is therefore worthy of note:—

	200	300	400	Tls.
E. Hearl	29	31	28	88
T. J. Fawcett	23	30	29	82
T. Hearl	23	31	27	81
R. Stewart	30	29	26	85
J. C. Gregory	31	27	26	84
F. A. Brown	28	29	28	85
H. Elson	28	29	28	85
W. Meadows	27	26	24	77
Totals	216	232	211	659

Deduct 3% for 8 Aperture Sights 19

Net Total 650

R. N. MUSKETRY STAFF.

	200	300	400	Tls.
P. O. Thompson	31	33	30	94
P. O. Callaghan	29	30	28	85
Cpl. Hall	23	30	27	80
Sgt. Hinton	25	28	27	80
P. O. Baine	22	27	29	78
Pte. Woods	25	18	19	62
Pte. Wyatt	22	22	17	61
Capt. Snapp	24	22	14	60
R.M.L.I.				
Totals	226	232	211	669

Dockyard win by 50 points.

STRAITS SETTLEMENTS TRADE RETURNS.

REMARKABLE INCREASE DURING LAST QUARTER.

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PARIS LETTER.

[SPECIAL LY WRITTEN FOR THE "HONGKONG DAILY PRESS."]

PARIS, February 9th.

FRANCE'S MILITARY PLANS.

France as a first-class Continental nation believes in moving with the times, and, like Germany, in preparing for war in time of peace.

The more France peeps into the future the more she feels convinced of the necessity to be fully ready for any emergency. By following Germany's example and strengthening her position she is doing but what is wise. There may be war or there may not be war in the near future; yet, only the foolish wait until the last moment before preparing for threatening events.

The French Army at the present moment causes the nation no anxiety, being as fit as a fiddle; the French Navy needs touching up, and M. Deloas is busy applying the finishing touches to the Fleet. For the present what the French Government is concerned about is the condition of France's aerial fleet. The French, as the pioneers of the art of flying, are about to spend a colossal sum upon suitable aeroplanes for military purposes. It is clear that the next great war will be between ships and flying machines; Germany has long since established this fact, and France has replied by voting the necessary amounts for increasing her already powerful Navy as well as her aerial fleet. It will be a battle of the fittest in the future, and no nation, in view of possible events can afford to ignore this. M. Deloas has for some time past concentrated his whole attention upon the progress of the German Navy. France is equally determined to build all kinds of ships.

The new French naval programme fixes the effective of the Fleet on January 1, 1920, at 28 battleships, 10 scouts, and 52 torpedo-boats. Deputy Escoffier declared in the Chamber a few days ago that the programme was inadequate in view of the naval strength of the Triple Alliance. He holds that the number of big battleships ought to have been increased to 45, and that the Charante Roads ought to be placed in a state of defence, so as not to tempt the Germans to effect a landing there. According to Deputy de Lanesan: "There is one sea where we (the French) must be masters. That is the Mediterranean. Great Britain will never abandon the defence of her interests in the Mediterranean, but her Fleet will be with ours."

It will come as a rude shock to most people in France and out of it to hear that France, outnumbered by Germany on land and sea, is now threatened in the one element in which it was assumed that she was supreme. Germany was hitherto supposed to be utterly inferior to France in the matter of aviators and aeroplanes, whatever might be the truth with regard to the respective strength of the two countries in airships. *L'Espresso* has scored Parisians by declaring that it has obtained the plans of the German Army Staff in Bavaria, by which, in case of hostilities with France, the first goal of the German aeroplanes would be the bombardment of Paris! Every unit at present in the possession of the military authorities would be gathered on the frontier at two or three concentration points, in waiting for a favourable wind. On the declaration of war, and at a given signal, proceeds *L'Espresso*, the aeroplanes would, thanks to a favourable back wind, make their flight towards Paris at a speed of 100 miles an hour. At that rate those from Metz would come in sight of the Eiffel Tower in three hours, and those from Strasbourg in three hours. In another half-hour they would have dropped upon the city 4,400 lbs. of explosives, each aeroplane carrying 88 lbs., then in another hour, and a half they would gain in safety the Belgian frontier, not so very distant. The vital factor in such an attack—whether a fanciful picture or otherwise—concludes *L'Espresso*, is that the aeroplanes should be able to remain in the air for seven hours at the maximum. As this is quite possible to-day, such a descent on the French capital is quite feasible. Is the French aerial fleet "capable of repelling such an attack?" Alas! the answer is "No," and for the following reasons:—

"At Châlons," observes *L'Espresso*, "only two aeroplanes are in a position to take the air; at Etampes all the aeroplanes are away under repair since the death of Lieut. Lanthier. But desperate as the situation is, there is some hope for France. M. Milland, the new War Minister, is now making good for lost time, henceforth greater activity will be displayed in the building of aeroplanes. Whatever is needed will be done and the necessary millions of francs voted. The protection of Paris will be assured at all cost. The 300 aeroplanes which the Germans ordered in France are already in part delivered. By the end of the next month (March) the Germans will be in possession of their machines. The Kaiser by means of personal monetary grants is doing all he can to encourage perfect flying." If *L'Espresso* has made French flesh creep, it has not been in vain; it opened the eyes of all patriots, and caused them to realise the grave possible danger before them. Military aviation in England is progressing far too slowly; its utility can no longer be doubted.

Guerrilla warfare still continues in the taxi cab world. After last week's serious encounter, with the police and soldiers the rioters have not shown any great hurry to resume hostilities. They swore revenge, but thought twice whether the "play was worth the candle," in other words, whether it was worth risking one's life to attempt another little revolution. The second attempt on the part of the Company to re-open their garage with the aid of new chauffeurs last Saturday was more successful, thanks to the

clever tactics adopted by the police. Mr. Lépine, the Prefect of Police, on this occasion directed the operations, and played the old trick of drawing away the strikers by a decoy squad of cavalry, while the cars escaped in another direction. The fury of the *grévistes*, or strikers, when they found they had been tricked in this fashion was useless. It is impossible to chase a motor-car or cab, once the latter has got a start. The only thing to be done was to attack isolated taxis, wherever encountered. The strikers only succeeded in burning one of the vehicles in the Bois de Boulogne. The police have further decided to deprive of their licences all strikers summoned for attacking the new drivers. All strike-trouble is not over yet, but the rioters have everything to lose and nothing to gain by continued disorder.

CHIEF DWELLINGS.
A Bill enabling Communes to obtain loans from the State for the construction of cheap dwellings has been laid on the table of the Chamber of Deputies by M. Soubat, a United Socialist, and M. Chéron, a Radical Socialist. If the Bill becomes law, as is expected the Communes will be empowered to let the dwellings so constructed or to offer easy terms of purchase to the tenants. The rent will be fixed by the Municipal Council, subject to the approval of the Minister of the Interior, and will, of course, be sufficient to make the scheme self-supporting, so that no increased burdens to the ratepayers shall result. The loans will be made by the National Pension Fund.

A FEMININE EXPLORER.
Madame du Gast—France's foremost woman explorer—is never so happy as when "on the wing." She has just left us on her fifth journey to Morocco in eight years. She is very familiar with that part of North Africa, and is an authority upon the country. She has always received the kindest treatment from the natives, and does not expect to be molested on the present occasion, though circumstances are somewhat different to what they were when she last visited Morocco. This time she has been sent on a mission by the Minister of Labour, M. Leon Bourgeois, to study the conditions of work in Safi, Mogador, Agadir, and other places, the price of labour, and how it can be procured. Nor is this all. This intrepid woman-explorer has further been asked by the Minister of Education to collect specimens of wild beasts, birds and fishes for the Museum. Parties of Moorish hunters and fishermen will be employed to collect these specimens, which will be prepared by experts, whom the Museum authorities have placed at her disposal. Mme. du Gast—who will be away three or four months—and her 30 travelling companions consisting of hunters, fishermen, and servants will sleep in tents. Mme. du Gast, who is a *Jeune Française*, needs no other protection than her big dog *Rogus*, who will guard his mistress' tent at night. If necessary French soldiers are on the spot.

AN UNFORTUNATE INVENTOR.
M. Franz Reichelt, an Austrian inventor, has paid dear for his rashness. For years he tried to bring out a special parachute costume, so that aeronauts or aviators in case of accident could by merely pressing a button have such a costume inflated almost instantaneously, and not fear falling to earth. The unfortunate inventor tried his idea on dummies, but the experiment failed to prove satisfactory. Last Sunday, he determined to put his idea to a final test; he dressed himself in his original safety costume, bid farewell to one or two friends, and ascended the first platform of the Eiffel Tower. Feeling confident of success, he pressed the button and jumped into space. The mechanism refused to work, the costume would not inflate on this particular occasion, and he fell from a height of 170 feet. Death happily was instantaneous; when picked up he was practically smashed to pieces—victim of his own invention, which he believed would startle the world. It will be a long time before aviators and others take kindly to such a costume on which there is no reliability. Though the inventor is killed, the idea, it is stated, is not to be abandoned; another French scientist has taken it up, with a view of improving it, and converting it into a useful garment which will not in future prove disappointing. The idea is good, if only it can be made to work satisfactorily.

PORTUGUESE COLONIES.
THE ANGLO-GERMAN TREATY OF 1893.
Kaiser's Agency states that there is no truth whatever in the reports that negotiations are in progress between Great Britain and Germany with regard to a partition of the Portuguese Colonies in Africa. The Anglo-German Treaty of 1893, concerning which there has been so much speculation and discussion, refers to a purely hypothetical situation, and would only come into operation should Portugal of her own free will agree to dispose of her Colonies. The suggestion that the Treaty contains anything of an aggressive character towards Portugal is, therefore, devoid of foundation.

THE FEELESS DOCTOR.
A calendar published by the manufacturer of an American ventilating novelty bears, in conspicuous type under every date, the words: "Good air—the best doctor—costs nothing." For every day there is also a short hint on the value of good air. Among the little essays are these: "Once upon a time hot putridities and tightly closed rooms cured (?) pneumonia—now it's fresh air." "In 1812 consumptives died in stuffy rooms; in 1912 they live in fresh air." "The full inhalations of good air before dinner do more good than the best cocktail." "Fresh air in your bedroom will make you cheerful at breakfast." "A doctor for mind and body—always on call—never sends a bill—fresh air."

THE TAXI-CAB STRIKE.
Guerrilla warfare still continues in the taxi cab world. After last week's serious encounter, with the police and soldiers the rioters have not shown any great hurry to resume hostilities. They swore revenge, but thought twice whether the "play was worth the candle," in other words, whether it was worth risking one's life to attempt another little revolution. The second attempt on the part of the Company to re-open their garage with the aid of new chauffeurs last Saturday was more successful, thanks to the

SOLE AGENCIES ABROAD.

The shortcomings of the British manufacturer in his methods of dealing with markets abroad have been made an almost threadbare subject in these columns, says *Commercial Intelligence*, by repeated discussions and admonitions; but as they continue to be discovered afresh by other journals, so the discussion goes on. We notice that in the columns of *Engineering* as though it were a question of fresh interest. Manufacturers are by this time so accustomed to Press attacks upon them that we fear they no longer, interest or annoy them. Nevertheless, the question of efficient methods in cultivating foreign trade, upon which the development of British industries is so largely dependent, is a matter of vital importance, and we are pleased to see other journals, which hitherto may have had little acquaintance with the subject, endeavouring to bring home to their readers the serious need of reforming.

An apology almost is necessary for re-introducing the subject in these columns, but we desire to do no more on this occasion than to draw attention to the testimony of "a shipper of British goods for a quarter of a century," which has appeared in the correspondence columns of *Engineering*. This merchant claims to have seen a great improvement in British methods of selling for export during the last few years. Unfortunately the rest of his letter is flagrantly at variance with this statement.

Only yesterday, he writes, I was talking to one of the oldest firms in London, wishing to buy from them to ship to the Colonies. But I was unable to buy their goods, because they had given the whole of their colonial and Indian agency to a firm of City commission agents, who represented other manufacturers as well; and these city agents appointed other sole agents and agencies for the various manufacturers in the various possessions. Thus the City agents were running the entire shipping business of this old-established and other firms, who were not allowed to execute an order, or even to post out a price-list, without first obtaining the consent of the City commission agents. I refused to buy on such conditions, and placed my order, which was worth £10,000 yearly, with an American firm. Why could not this old-established firm employ a man in their own office to sell their own goods for export?

Again, he refers to the common practice among our manufacturers of granting exclusive agency for a foreign market to agents out there who are generally already representing 10, 20, 30, or even 40 other manufacturers. It is nothing less than amazing to find, as we often do, how entirely important manufacturing firms resign their interests in foreign markets to agents who are not in a position to do justice to the trade possibilities of the firms' goods. If manufacturers were more alive to their own interests, these commission agents would never be in a position to demand exclusive agencies for territories which they could not possibly cover effectively, and without even a guarantee of obtaining business for a considerable period of years. We fear the truth is in most of these cases that manufacturers prefer to abandon the markets to these agents rather than undertake the risk, trouble, and expense of maintaining direct relations with buyers abroad. Our country cannot long maintain her position in the world's markets if these conditions prevail as widely as they do at present. The "shipper of British goods" gives a typical instance of the manufacturers' attitude. "Oh," said a manufacturer to him lately, "cranes are not wanted in the Colonies. We have had an exclusive agent there representing us for five years, and he has only sold one crane!" The whole statement is ridiculous.

This correspondent thinks that too much attention is paid by manufacturers to out-of-date Consular reports, but our own experience is that manufacturers judge these reports much as the correspondent does himself. "What we want is orders," is the manufacturers' message to the Consuls and to all export trade publications, and they do not waste their time in hunting where there is no likelihood of coming across a scent of business.

THE BRITISH CHINA SQUADRON.
The China Squadron's reputation for gunnery has been maintained as the result of last year's firing, which will shortly be promulgated as a Blue Paper. It is possible to anticipate that the China Squadron stands at the top of the battle practice for 1911—a coveted position it previously held in 1900, but from which it was deposed in 1910 by the Australian Squadron. The *Minotaur*, flagship of Vice-Admiral Sir Alfred Winsloe, occupies fourth position in the order of merit of all ships that fired, and the *Newcastle*, which has only just completed a year's service on the China Station, is sixth. Admiral Winsloe is therefore entitled to be congratulated on the high position occupied by his squadron in the most important of all training work.

The armoured cruiser *Defence* was ordered to leave Devonport on March 1 for Hongkong, for service on the China Station. The *Defence*, it is understood, will take the place of the *Minotaur* as flagship of Vice-Admiral Sir Alfred Winsloe, Commander-in-Chief of the China Station. The two years' commission of the *Minotaur* expired on January 4.

Captain E. L. T. Leatham has been appointed to H.M.S. *Astraea*, to date February 8.

The *Hawke*, cruiser, embarked relief crews at Plymouth on 3rd ult. and left for the China Station.

ARE YOU A MAN?
If so a tube of PINKLETS will nicely fit your waistcoat pocket. They dispel constipation, aid Digestion, regulate the Liver, cure Biliousness. As gentle as Nature. 60 cents of Chemists, and post free from The Dr. Williams' Medicine Co., 84c, Szechuen Road, Shanghai.

INTIMATIONS

JOHNSTONE'S M.P. WHISKY.



Our argument is there is nothing better than M.P.

H. RUTTONJEE & SON,

WINE & SPIRIT MERCHANTS,

38 AND 40, QUEEN'S ROAD CENTRAL.

[33]

Chs. J. Gaupp & Co.,

WATCH MAKERS, JEWELLERS, AND OPTICIANS.

Always have on hand a large stock of

Scientific and Surveying Instruments.

Microscopes and Optical Goods,

Zeiss Prism Binoculars,

Voigtlaender Telescopes,

Watches and Clocks.

AGENTS:

MAPPIN & WEBB, LTD., London.

W. F. STANLEY & Co., LTD., London.

CARL ZEISS, Jena.

VOIGTLAENDER & SOHN, Braunschweig.

BRITISH ADMIRALTY CHARTS.

If You Wear TORICS

you know you have the best. If you do NOT, you have not yet done the best you can to give your eyes comfort. It is possible to correct the vision of eyes that

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 35. Telephone No. 12.

NEW ADVERTISEMENTS

G. R. TENDERS.

SEALED TENDERS are invited for Upholstery, Cleaning and Dyeing Work for H.M. NAVAL ESTABLISHMENTS for one year from 1st April next. Tenders will be received at the COMMODORE'S Office until NOON on FRIDAY, the 15th March, 1912. Forms of Tender may be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD.

The right is reserved of rejecting all or any Tenders and of accepting any portion of a Tender.

F. WESTON, NAVAL STORE OFFICER.

H.M. NAVAL YARD, Hongkong, 6th March, 1912. [410]

VICTORIA THEATRE.

COMING! COMING!! COMING!!!

FOR A SHORT SEASON ONLY.

THE HUGHES MUSICAL COMEDY COMPANY

ON MARCH 13TH, 1912,

WITH THE GREAT FARCICAL COMEDY,

THE

"SPECULATORS"

A Scram from Beginning to End.

BOOKING AT MOUTRIE'S.

WATCH THE DAILY PAPERS.

Hongkong, 6th March, 1912. [411]

PUBLIC AUCTION.

THE Undersigned has received instructions from Dr. JUSTI, to sell by Public Auction, On SATURDAY, the 9th March, 1912, commencing at 2.15 p.m., within his residence, Fairview, 5, Robinson Rd., THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE

Comprising: - Hallstand, Chairs, Tables, etc., in Carved Blackwood, Drawing Room Furniture, Curtains, Rugs, Engravings, Clocks, Statuettes, etc., Carved Blackwood Cabinets, Stands, etc., of SUPERIOR WORKMANSHIP. Several Old Chinese Vases, of the K'unglung Dynasty; Dining Room Furniture, comprising Sideboard and Dinner Wagon in Carved Oak; Large Mahogany Dining Table (10 leaves), China Cabinets, Glass Ware, Pictures, etc. Truckwood Bedroom Furniture, Brass-mounted Bedsteads, Hair Mattresses (new), including Nursery Suite in White Enamel, Partry and Kitchen Utensils, Singer's Sewing Machine (practically new), Lady's Mountain Chair, a large quantity of Electric Fittings, etc., and a large number of Palms, Plants, etc., in Pots. Catalogues will be issued. On View from FRIDAY, the 8th instant, Terms: - As Usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 6th March, 1912. [412]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1911.

Revised by THE MEMBERS.

PRICE - - - - \$5.

DAILY PRESS OFFICE.

Hongkong, 6th March, 1912.

G. R. WANTED.

THREE BOYS Wanted for Shopwork. Work Salary 40 cents a day increasing to 55 cents a day. Must be able to Read and Write English.

Apply in person between 9 and 10 a.m. on THURSDAY, March 7th, 1912.

F. WESTON, NAVAL STORE OFFICER.

H.M. NAVAL YARD, Hongkong, 5th March, 1912. [403]

WANTED.

GENTLEMAN Wants Board and Residence, from 1st April, in Private Family; Upper Level preferred.

Apply - MOUTRIE'S.

Care of "Daily Press" Office, Hongkong, 2nd March, 1912. [394]

ENTERTAINMENTS

BIJOU

WED. MARCH 6TH.

DAVID COPPERFIELD.

SATURDAY, MARCH 9TH.

THE SISTERS PRICE.

Hongkong, 6th March, 1912. [390]

VICTORIA THEATRE.

EVERY NIGHT!

THE BEST HIT.

THE WORLD'S CHAMPION CLOG DANCERS,

WILL - THE BRENNANS - May

THE SCIENTIFIC MARVEL,

MOTO-FOZO.

THE QUEALYS,

FAMOUS SKETCH ARTISTS.

Hongkong, 6th March, 1912. [58]

THEATRE ROYAL.

UNDER the Distinguished Patronage of His Excellency the GOVERNOR.

PIANOFORTE RECITAL

BY

Madam LAURE MIQUEL-ALZIEU

Soloiste de la Société des Concerts du Conservatoire de Paris

et du Concerto-College.

Kindly Assisted by

MR. DENMAN FULLER.

PROGRAMME:

1.-Concerto in G minor, Beethoven.

2.-Fantasie Impromptu, Chopin.

3.-Etude de Concert in A major, Liszt.

4.-Etude de Concert in A major, Liszt.

5.-Etude de Concert in A major, Liszt.

6.-XIIIe Rhapsodie Hongroise, Liszt.

7.-Jardins sous la pluie, Debussy.

Piano Floyel (Paris).

ON FRIDAY, MARCH 8TH,

AT 9.15 P.M.

Dress Circle \$3. Stalls \$3 and \$2.

Booking at MOUTRIE'S.

Hongkong, 6th March, 1912. [396]

INTIMATIONS

DIOCESAN SCHOOL & ORPHANAGE.

MR. G. PIERCE, having returned to the Colony, has Resumed the Duties of Headmaster.

School will BE-OPEN on THURSDAY, 7th instant, at 8.45 a.m.

For terms, apply to -

THE HEADMASTER.

Hongkong, 5th March, 1912. [406]

G. R. TENDERS.

TENDERS are invited for the Supply of LABOUR and JUNKS for Admiralty.

Coaling for a period of 12 months certain from the 1st April, 1912.

Forms for Tendering can be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD, Hongkong, and Tenders should be lodged in the Commodore's Office not later than NOON on the 11th March, 1912.

A deposit of One Hundred Dollars will be required from persons tendering, and will be returned in the event of non-acceptance of the tender.

F. WESTON, NAVAL STORE OFFICER.

H.M. NAVAL YARD, Hongkong, 26th February, 1912. [368]

SHAMKUN MUNICIPAL COUNCIL.

TENDERS are invited for the Supply of STEEL SERVICE WATER TANK and TOWER.

Plans and particulars may be obtained on application to Messrs. THOMAS & ADAMS, Shamkoon, Canton, Consulting Engineers to the Council.

R. T. MATHESON, Secretary.

Canton, 1st March, 1912. [396]

PIONIC PARTIES.

LAUNCH FOR HIRE.

THE Handsome "KING EDWARD HOTEL" LAUNCH can be hired for Pionio Parties by the Hour or Day.

Apply for Terms to the Manager,

H. MAYNES.

Hongkong, 1st March, 1912. [389]

GRACE & CO.

Postage Stamps.

PICTORIAL POST CARDS.

FLOWER STAMPS, TOYS, BOOKS.

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HONGKONG HOTEL BUILDING, PRINCE STREET HONGKONG.

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INTIMATIONS

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(TELEPHONE 97.)

FURNISHING DEPT.

JUST RECEIVED

LACE CURTAINS

IN NEW DESIGNS

4, 4½ and 5 Yards Long

\$5.50 to \$25.00 Pair.

ELECTRO-PLATE DEPT.

"PARAGON" SILVER

SPOONS and FORKS

GUARANTEED TO WEAR WHITE THROUGHOUT.

IN TWO PATTERNS

OLD ENGLISH and FIDDLE

\$2.50 to \$6.50 Per Doz.

LANE, CRAWFORD & CO.

UNIVERSITY BAZAAR.

MARCH 11TH TO 16TH,

OPEN FROM 2.30 P.M. DAILY.

MANY ATTRACTIONS! MANY ATTRACTIONS!

for the Sale of Articles and Curios of every description.

EXHIBITION

A magnificent loan exhibition of Porcelain.

MUSIC

By kind permission of the Naval and Military Authorities Music will be supplied daily by the following Bands: -

H.M.S. "MINOTAUR" 126th BALUCHIS.

K.O.Y.L.I. 25th PUNJABIS.

8th BATTALION 26th PUNJABIS.

GRAND NAVAL AND MILITARY DISPLAY,

on the new University Recreation Ground, daily at 5 p.m., comprising Tugs-of-War, Bayonet Fighting, Balaklava Models (mounted and unmounted), Gun Drill, etc.

CONTINUOUS VARIETY ENTERTAINMENTS,

INMAGINATION (by Pathe Freres),

EMIC RAILWAY,

AFS CHANTANTS,

RHINESE THEATRE,

OMIC MINSTERIA,

ROOFTOP GALLERY,

ONBETS.

UP-TO-DATE RESTAURANTS,

ROOF GARDEN.

AMERICAN BAR,

PHOTO STUDIO,

CLUBS FOR LADIES (BEAUTIFULLY EQUIPPED).

EVENING ENTERTAINMENTS.

MONDAY, 11TH MARCH, AT 9.15 P.M.

KHANTAK DANCE by men of the 126th Baluchis.

CAFE CHANTANTS on Roof Garden.

TUESDAY, 12TH MARCH, AT 7.30 P.M.

STATE DRESSER.

in the Main Hall, at which His Excellency the GOVERNOR will be present, to be followed by a

GRAND MUSICAL,

at which the leading amateurs of the Colony will take part (See note below).

Entrance to Concert \$2, to the Balcony \$1.

WEDNESDAY, 13TH MARCH, AT 9.15 P.M.

PHARAGATKA DANCE by men of the 25th Punjabis.

CAFE CHANTANTS and

EVERY EVENING thereafter

FIREWORKS, CHINESE THEATRES, CONCERTS,

etc., etc., etc.

RESTAURANTS.

EUROPEAN AND CHINESE STYLE.

Set Dinners will be served in the Restaurants every evening from 7.30 p.m., Band in attendance.

AFTERNOON TEAS.

Each afternoon tea and other light refreshments may be had.

Those desirous of attending the State Dinner are notified that tables to accommodate Six or more persons MUST be reserved beforehand. Applications for tickets to Mr. L. F. Townsend, hon. secretary, Foreign Committee, care of Union Insurance Society of Canton, Ltd., Queen's Buildings.

DINNER (including Concert) \$3.00 per head. \$5.00 do.

In view of the great demand it is important that applications should be made as early as possible Hongkong, 6th March, 1912. [292]

1912-NOW READY-1912

JUBILEE YEAR OF PUBLICATION.

THE DIRECTORY

AND CHRONICLE

FOR CHINA, JAPAN, STRAITS SETTLEMENTS, COREA, INDO-CHINA, SIAM, THE PHILIPPINES, NETHERLANDS-INDIA, BORNEO, &c.

THIS WORK is NOW READY, and can be obtained from the Hongkong Daily Press Office and Local Booksellers. The work is issued in two Editions: Complete, \$10; Smaller Edition, \$6. The Larger Edition contains Fifteen Maps and Plans.

Hongkong, 26th February, 1912.

AUCTION

G. R. PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, TO-DAY (WEDNESDAY), the 6th March, 1912, at 10 a.m., at H.M. NAVAL YARD, OLD AND SURPLUS N A V A L S T O R E S ,

Comprising: - STEAM HAMMERS, VERTICAL ENGINES, LATHE PROPELLERS, DRILLING MACHINE, FANS VENTILATING, HOSES, LAMPS and LANTERNS, TOOLS, OLD IRON and METALS, ELECTRIC CABLES, SPARS, VICES, COAL SACKS, CANVAS, BAGS, OLD INDIA-RUBBER, OLD LEATHERS, BLANKETS, CARPETS, MATTINGS, OLD BOATS, FURNITURE, ROPS, FIREWOOD, CASKS, TELEPHONES, BINNACLES, OLD HOSPITAL STORES, TIMBER, SHIELDS, &c. &c. &c. And a Small Quantity of RICE and FLOUR.

Terms of Sale: - As detailed in the Catalogue.

HUGHES & HOUGH,

By Appointment, Auctioneers to the Admiralty.

Hongkong, 2nd March, 1912. [381]

PUBLIC COMPANIES

CHINA FIRE INSURANCE COMPANY, LIMITED.

THE FORTY-THIRD MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 3, Queen's Road, Central, Victoria, on THURSDAY, the 7th MARCH, 1912, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1911.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd February to 7th March, both days inclusive.

By Order of the Board of Directors, H. F. SICKMAN, Acting Secretary.

Hongkong, 16th February, 1912. [331]

HONGKONG FIRE INSURANCE CO. LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-THIRD ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the Undersigned at 12 o'clock Noon, on WEDNESDAY, the 13th MARCH, 1912.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 13th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong Fire Insurance Co., Ltd. Hongkong, 26th February, 1912. [378]

NOTICES OF FIRMS

NOTICE.

DURING the Temporary Absence on leave of Mr. J. HARRISON, Mr. E. LUND will be in charge of our Canton Branch.

STREMSSEN & Co. Hongkong, 4th March, 1912. [402]

NOTICE.

WE HAVE This Day authorized Mr. FRANCIS BEVINGTON to Sign our Firm per Procuration.

BRADLEY & Co. Hongkong and China. Hongkong, 1st March, 1912. [386]

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

MR. EDWIN LESTER GILBERT

ARNOLD has been appointed Acting Local Manager of the above Company in Hongkong from this date until further notice.

By Order, P. TESTER, Local Manager.

Hongkong, 1st March, 1912. [387]

THE LEGAL INSURANCE COMPANY, LTD., OF LONDON.

HAVING been appointed AGENTS of the above Company, we are prepared to Grant Policies against Fire at Current Rates of premium.

H. SKOTT & Co. Hongkong, 15th February, 1912. [321]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

DURING my Absence and until further notice Mr. MOWBRAY STAFFORD NORTHCOOTE has been appointed Acting Secretary.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 24th February, 1912. [363]

FOR SALE

FOR SALE.

SMALL ABSTRACT WATERFACTORY as a whole or in lots of Bottles, Boxes Machinery, Gas Motor, etc.

Apply to - Box 11, Care of "Daily Press" Office.

Hongkong, 18th January, 1912. [207]

FOR SALE.

DERBINGTON, 7-Roomed House, Peak Road, beautiful situation.

For Terms, apply to -

G. SCHROTER, Care of Messrs. GARRER, BOKER & Co., King's Buildings, 11th Fl.

Hongkong, 10th July, 1911. [125]

DON'T READ THIS.

UNLESS YOU WISH TO DRESS WELL.

WE have just Unpacked a Beautiful Range of SILK GOODS, suitable for Ladies and Gent's Wear, from a leading Japanese Manufacturer, applying the same goods to Messrs. Peter Robinson's, London.

Call early before we are sold out.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

March 3rd.

SHAMSEEN NOTES.

Mr. E. A. Sly of the British Consulate has gone home on leave and Mr. D. B. Walker takes his place.

There have been some changes in the river during the week end. The *Wilmington*, which we thought we were to have always with us, like the poor, has gone and the *Piscataqua* has taken her place temporarily. The *Tiger*, a two funneled German gunboat, has also arrived and the Japanese gunboat *Uji* has come to join the cruiser *Satsuna*, which has now been here about a month. In Shamseem everything is quiet, but the place is still strongly guarded and no risks are being taken on any score.

Great disappointment is being felt that the Rowing Club Regatta is not to come off. The chief reason for this is that neither of the two Hongkong Clubs could see their way to send up a four for an interport race, and without an interesting event of that kind the regatta would almost certainly fail to be a big success. Why a big place like Hongkong cannot raise a four seems strange when in Shamseem there are only about half-a-dozen available men and they can find time and inclination to make the journey to the Colony.

MADAME MIQUEL-ALZIEU.

Madame Miquel-Alzieu, who gives a pianoforte recital in the Theatre Royal on Friday night, played before their Majesties the King and Queen and the Viceroy at Calcutta in December. In London she has played before Queen Alexandra and other Royalties, and at the request of Princess Christian she gave an afternoon concert and was extremely well received by a critical audience.

With Madame Miquel-Alzieu, say the critics, everything is studied and rendered in an admirable manner. But, it is even more by undeniably charm, by the colour of her interpretation, by the incredible variety of tone, which she obtains in the various nuances, and by the sonority on the same that she overcomes the public. Her prodigious technique is quite disconcerting from a lady's hand and the simplicity of her attitude is more touching than all affectations. There is no artificiality and no uncontrolled exuberance of spirit.

She plays sincerely and scrupulously as a great artist, and it is to be hoped that lovers of music will make the most of Madame Miquel-Alzieu's brief visit and accord her the reception her talents demand.

LAUNCH AT TAIKOO DOCKYARD.

Yesterday forenoon the Taikoo Dockyard and Engineering Co. launched a handsomely modelled steel screw steamer for Messrs. Alfred Holt & Co's Singapore and Deli trade. The vessel is of the awning-deck type. The principal dimensions are 200 feet long overall, 31 feet 6 in. beam, and 21 feet 6 in. deep to the awning deck. Accommodation for a number of passengers is fitted up amidships, with a dining saloon, etc. The officers' and engineers' rooms are situated aft in a steel house on the awning deck; the crew being berthed forward, and the petty officers aft. The tween decks are arranged for carrying stowage passengers, and open spaces are fitted up for the carriage of cattle. Triple-expansion engines of the builders' own make will be installed, steam being supplied from a large single-ended boiler, capable of driving the vessel at a speed of 12 knots. Electric light is fitted throughout. The gross tonnage of the vessel is about 800. As the vessel left the ways she was gracefully christened "Circe" by Mrs. Swire.

In a series of articles dealing with banking in various parts of the world, the *Financial Times* notes respecting Eastern banks that as regards the Hongkong and Shanghai Banking Corporation and the Chartered Bank of India, Australia, and China the position of shareholders is somewhat remarkable. The shares of the Hongkong and Shanghai Bank are nominally \$125, fully paid, but there is also a further liability of \$125, and the liability of a transferor does not cease until twelve months after transfer. Similarly in the case of the Chartered Bank of India, the shares are nominally £20, fully paid, but there is a further liability of £20. In this case, however, the liability of a transferor ceases on the registration of the transfer, but the shares of a deceased proprietor must be sold or the liability assumed by the executors as individual shareholders. The question of the additional liability of shareholders of course, only arises in the event of liquidation, but it is necessary for investors to know that liability does exist in varying degrees.

LOCAL SPORT.

GOLF.

CAPTAIN'S CUP.

The February Competition for the Captain's Cup resulted as follows:—

*Mr. W. D. Kraft	88	5	81
*Mr. G. S. Archbutt	85	4	81
Captain Spicer	91	9	82
Mr. K. M. Cumming	83	Scr.	83
Mr. A. W. W. Walkinshaw	83	1	84
Rev. Foster Pegg	94	1	85
Major Caulfield	92	5	87
Mr. R. E. O. Bird	103	16	87
Mr. R. M. Smith	91	2	88

* Tie for Cup.

POOL.

*Mr. W. D. Kraft	83	5	78
Mr. G. S. Archbutt	85	4	81
Mr. J. Hooper	95	14	81
Mr. K. M. Cumming	82	Scr.	82
Captain Spicer	91	9	82
Mr. C. A. Peel	100	18	82
Mr. Bulmer Johnson	96	12	84
Rev. Foster Pegg	94	1	85
Major Caulfield	92	5	87

† Winner of Pool.

41 Entries.

HONGKONG RIFLE LEAGUE.

DOCKYARD RIFLE CLUB v. R. N. MUSKETRY STAFF.

This match took place on Tai Hang Range on Saturday. The weather conditions were decidedly against good shooting. P. O. Thompson's score of 44 with an "Open Sight" is therefore worthy of note:—

	200	300	400	Tls.
E. Hearl	23	31	28	82
T. J. Fawcett	23	30	28	81
T. Hearl	23	31	27	81
R. Stewart	20	29	26	75
J. C. Gregory	31	27	23	81
F. A. Brown	25	29	28	82
H. Elson	28	29	23	80
W. Meadows	27	26	24	77

Totals 215 232 211 659

Deduct 3% for 6 Aperture Sights 19

Net Total 650

R. N. MUSKETRY STAFF.

	200	300	400	Tls.
P. O. Thompson	31	33	30	94
P. O. Callaghan	29	30	26	85
Cpl. Hall	23	30	27	80
Sgt. Hinton	25	28	27	80
P. O. Baine	22	27	28	77
Pte. Woods	25	18	19	62
Pte. Wyatt	22	22	17	61
Capt. Snapp	24	22	14	60
R. M. L.	24	22	14	60

Totals 226 232 211 669

Dockyard win by 60 points.

STRAITS SETTLEMENTS TRADE RETURNS.

REMARKABLE INCREASE DURING LAST QUARTER.

The flourishing condition of the trade of the Straits Settlements, remarks the *Straits Times*, indicated in the return of imports and exports for the quarter ended December 31, 1918, which shows an increase in the former, as compared with the corresponding period of 1917, of \$12,016,134, equivalent to \$1,401,888, and in the latter of \$8,636,379, or \$1,007,577. It is explained that the figures represent goods brought for consumption and export into the markets of each Settlement from foreign countries and other parts of the Colony, but do not include transshipments except in the case of Para rubber received from the States of the Malay Peninsula under British protection which is all treated as imported and exported. Both sea-borne and rail trade are included except the figures of rail traffic between Penang and the Federated Malay States which are inserted in the annual returns only.

The total value of imports and exports of merchandise for the quarter under review of 1918 is over 194 million dollars against a total during the corresponding period of 1917 of upwards of 173 million dollars. The details for the various Settlements of the Colony are as follows:—

	IMPORTS.	4th Qr. 1911.	4th Qr. 1910.
Singapore	\$68,068,658	\$65,222,109	
Penang	32,941,279	23,859,367	
Malacca	1,009,779	1,820,103	
Total	\$102,019,716	\$90,901,582	
	EXPORTS.	4th Qr. 1911.	4th Qr. 1910.
Singapore	\$55,153,861	\$55,925,893	
Penang	30,912,793	25,074,405	
Malacca	2,218,246	1,708,067	
Total	\$91,284,900	\$82,708,365	

THE SILVER MARKET.

We subjoin extracts from Messrs. Mocatta & Goldsmid's circular, dated February 9:—

The rise in the price of silver, which has been almost continuous since the beginning of the year, has been emphasized during the past week, the quotation having advanced from 26 13/16 to 27 11/16, which we quote to-day.

Some special buying, said to be for the Continent, together with Indian bank covering orders, have been the chief cause of the rise, whilst sellers have been unusually scarce, and bulls very reluctant even to take the profit which is now within their grasp. Business has, however, been on a fairly large scale, for China has bought in Bombay, where the sellers have not delayed in London.

The Indian currency returns continue to attract a good deal of attention, and the further decrease this week of over a crore in the stock of rupees, which now stands at 16 crores (plus three crores in the gold standard reserve), is again bringing the possibility of the Indian Government coming in as buyers before the market. With the higher level at which silver now stands the difference between cash and forward has been inclined to widen.

PARIS LETTER.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS."]

PARIS, February 9th.

FRANCE'S MILITARY PLANS.

France as a first-class Continental nation believes in moving with the times, and, like Germany, in preparing for war in time of peace. The more France peeps into the future the more she feels convinced of the necessity to be fully ready for any emergency. By following Germany's example and strengthening her position she is doing but what is wise. There may be war or there may not be war in the near future; yet, only the foolish wait until the last moment before preparing for threatening events. The French Army at the present moment causes the nation no anxiety, being as fit as a fiddle; the French Navy needs touching up, and M. Delcassé is busy applying the finishing touches to the Fleet. For the present what the French Government is concerned about is the condition of France's aerial fleet. The French, as the pioneers of the art of flying, are about to spend a colossal sum upon suitable aeroplanes for military purposes. It is clear that the next great war will be between ships and flying machines; Germany has long since established this fact, and France has replied by voting the necessary amounts for increasing her already powerful Navy as well as her aerial fleet. It will be a battle of the fittest in the future, and no nation, in view of possible events can afford to ignore this. M. Delcassé has for some time past concentrated his whole attention upon the progress of the German Navy. France is equally determined to build all kinds of ships. The new French naval programme fixes the effective of the Fleet on January 1, 1920, at 23 battleships, 10 scouts, and 52 torpedo-boats. Deputy Basse declared in the Chamber a few days ago that the programme was inadequate in view of the naval strength of the Triple Alliance. He holds that the number of big battleships ought to have been increased to 45, and that the Charante Roads ought to be placed in a state of defence, so as not to tempt the Germans to effect a landing there. According to Deputy de Lanesme: "There is one sea where we (the French) must be masters. That is the Mediterranean. Great Britain will never abandon the defence of her interests in the Mediterranean; but her Fleet will be with ours."

FRENCH AERIAL SUPREMACY CHALLENGED.

It will come as a rude shock to most people in France and out of it to hear that France, outnumbered by Germany on land and sea, is now threatened in the one element in which it was assumed that she was supreme. Germany was hitherto supposed to be utterly inferior to France in the matter of aviators and aeroplanes, whatever might be the truth with regard to the respective strength of the two countries in airships. *L'Excelsior* has scored Parisians by declaring that it has obtained the plans of the German Army Staff in Bavaria, by which, in case of hostilities with France, the first goal of the German aeroplanes would be the bombardment of Paris! Every unit at present in the possession of the military authorities would be gathered on the frontier at two or three concentration points, in waiting for a favourable wind. On the declaration of war, and at a given signal, proceeds *L'Excelsior*, the aviators would, thanks to a favourable back wind, make their flight towards Paris at a speed of 100 miles an hour. At that rate those from Metz would come in sight of the Eiffel Tower in two hours and those from Strasbourg in three hours. In another half-hour they would have dropped upon the city 4,400 lbs. of explosives, each aeroplane carrying 88 lbs., then in another hour, and a half they would gain in safety the Belgian frontier, not so very distant. The vital factor in such an attack—whether a fanatical picture or otherwise—concludes *L'Excelsior*, is that the aeroplanes should be able to remain in the air for seven hours as the maximum. As this is quite possible to-day, such a descent on the French capital is quite feasible. Is the French aerial fleet "capable of signalling such an attack?" Alas! the answer is "No," and for the following reasons:—At Chalons, observes *L'Excelsior*, "only two aeroplanes are in a position to take the air; at Etampes all the aeroplanes are away under repair since the death of Lieut. Lantheaume. But desperate as the situation is, there is some hope for France. M. Millard, the new War Minister, is now making good for lost time, henceforth greater activity will be displayed in the building of aeroplanes. Whatever is needed will be done and the necessary millions of francs voted. The protection of Paris will be assured at all cost. The 300 aeroplanes which the Germans ordered in France are already in part delivered. By the end of the next month (March) the Germans will be in possession of their machines. The Kaiser by means of personal monetary grants is doing all he can to encourage perfect flying." If *L'Excelsior* has made French flesh creep, it has not been in vain; it opened the eyes of all patriots, and caused them to realize the grave possible danger before them. Military aviation in England is progressing far too slowly; its utility can no longer be doubted.

THE TAXI-CAB STRIKE.

Guerrilla warfare still continues in the taxi cab world. After last week's serious encounter with the police and soldiers the rioters have not shown any great hurry to resume hostilities. They swore revenge, but thought twice whether "the play was worth the candle," in other words whether it was worth risking one's life to attempt another little revolution. The second attempt on the part of the Company to re-open their garage with the aid of new chauffeurs last Saturday was more successful, thanks to the

clever tactics adopted by the police. Mr. Lépine, the Prefect of Police, on this occasion directed the operations, and played the old trick of drawing away the strikers by a decoy squad of cavalry, while the cars escaped in another direction. The fury of the *grévistes*, or strikers, when they found they had been tricked in this fashion was useless. It is impossible to chase a motor-car or cab, once the latter has got a start. The only thing to be done was to attack isolated taxis, cabs wherever encountered. The strikers only succeeded in burning one of the vehicles in the Bois de Boulogne. The police have further decided to deprive of their licences all strikers summoned for attacking the new drivers. All strike-trouble is not over yet, but the rioters have everything to lose and nothing to gain by continued disorder.

CHEAP DWELLINGS.

A Bill enabling Communes to obtain loans from the State for the construction of cheap dwellings has been laid on the table of the Chamber of Deputies by M. Sembat, a United Socialist, and M. Chéron, a Radical Socialist. If the Bill becomes law, as is expected the Communes will be empowered to let the dwellings so constructed or to offer easy terms of purchase to the tenants. The rent will be fixed by the Municipal Council, subject to the approval of the Minister of the Interior, and will, of course, be sufficient to make the scheme self-supporting, so that no increased burdens to the ratepayers shall result. The loans will be made by the National Pension Fund.

A FEMININE EXPLORER.

Madame du Gast—France's foremost woman explorer—is never so happy as when "on the wing." She has just left us on her fifth journey to Morocco in eight years. She is very familiar with that part of North Africa, and is an authority upon the country. She has always received the kindest treatment from the natives, and does not expect to be molested on the present occasion, though circumstances are somewhat different to what they were when she last visited Morocco. This time she has been sent on a mission by the Government; she has been requested by the Minister of Labour, M. Leon Bourgeois, to study the conditions of work in Safi, Mogador, Agadir, and other places, the price of labour, and how it can be procured. Nor is this all. This intrepid woman-explorer has further been asked by the Minister of Education to collect specimens of wild beasts, birds, and fishes for the Museum. Parties of Moorish hunters and fishermen will be employed to collect these specimens, which will be prepared by savants, whom the Museum authorities have placed at her disposal. Mme. du Gast—who will be away three or four months—and her 30 travelling companions consisting of hunters, fishermen, and servants will sleep in tents. Mme. du Gast, who is a fearless Frenchwoman, needs no other protection than her big dog *Rogus*, who will guard his mistress' tent at night. If necessary French soldiers are on the spot.

AN UNFORTUNATE INVENTOR.

M. Frans Reichelt, an Austrian inventor, has paid dear for his rashness. For years he tried to bring out a special parachute costume, so that aeronauts or aviators in case of accident could by merely pressing a button have such a costume inflated almost instantaneously, and not fear falling to earth. The unfortunate inventor tried his idea on dummies, but the experiments failed to prove satisfactory. Last Sunday, he determined to put his idea to a final test; he dressed himself in his original safety costume, bid farewell to one or two friends, and ascended the first platform of the Eiffel Tower. Feeling confident of success, he pressed the button and jumped into space. The mechanism refused to work, the costume would not inflate on this particular occasion, and he fell from a height of 170 feet. Death happily was instantaneous; when picked up he was practically smashed to pieces—victim of his own invention, which he believed would startle the world. It will be a long time before aviators and others take kindly to such a costume on which there is no reliability. Though the inventor is killed, the idea, it is stated, is not to be abandoned; another French scientist has taken it up, with a view of improving it, and converting it into a useful garment which will not in future prove disappointing. The idea is good, if only it can be made to work satisfactorily.

PORTUGUESE COLONIES.

THE ANGLO-GERMAN TREATY OF 1899.

Reuter's Agency states that there is no truth whatever in the reports that negotiations are in progress between Great Britain and Germany with regard to a partition of the Portuguese Colonies in Africa. The Anglo-German Treaty of 1899, concerning which there has been so much speculation and discussion, refers to a purely hypothetical situation, and would only come into operation should Portugal of her own free will agree to dispose of her Colonies. The suggestion that the Treaty contains anything of an aggressive character towards Portugal is, therefore, devoid of foundation.

THE FEELERS DOCTOR.

A calendar published by the manufacturer of an American ventilating novelty bears, in conspicuous type under every date, the words: "Good air—the best doctor—costs nothing." For every day there is also a short-hint on the value of good air. Among the little essays are these: "Once upon a time hot polio was a deadly disease which killed 100,000 people in 1912 they live in fresh air." "Ten full inhalations of good air before dinner does more good than the best cocktail." "Fresh air in your bedroom will make you cheerful at breakfast." "A doctor for mind and body—always on call—never sends a bill—fresh air."

E. M. Webster, former business manager of the *Manila Times*, has been sentenced to imprisonment for one year, eight months and 21 days for misappropriating the sum of P6,000, funds of the *Manila Times*.

SOLE AGENCIES ABROAD.

The shortcomings of the British manufacturer in his methods of dealing with markets abroad have been made an almost threadbare subject in these columns, says *Commercial Intelligence*, by repeated discussions and admonitions; but as they continue to be discovered afresh by other journals, so the discussion goes on. We notice that the matter has recently been taken up in the columns of *Engineering* as though it were a question of fresh interest. Manufacturers are by this time so accustomed to Press attacks upon them that we fear they no longer interest or annoy them. Nevertheless, the question of efficient methods in cultivating foreign trade, upon which the development of British industries is so largely dependent, is a matter of vital importance, and we are pleased to see other journals, which hitherto may have had little acquaintance with the subject, endeavouring to bring home to their readers the serious need of reforming.

An apology almost is necessary for re-introducing the subject in these columns, but we desire to do no more on this occasion than to draw attention to the testimony of "a shipper of British goods for a quarter of a century," which has appeared in the correspondence columns of *Engineering*. This merchant claims to have seen a great improvement in British methods of selling for export during the last few years. Unfortunately the rest of his letter is flagrantly at variance with this statement.

Only yesterday, he writes, I was talking to one of the oldest firms in London, wishing to buy from them to ship to the Colonies. But I was unable to buy their goods, because they had given the whole of their colonial and Indian agency to a firm of City commission agents, who represented other manufacturers as well; and these city agents appointed other sole agents and agencies for the various manufacturers in the various possessions. Thus the City agents were running the entire shipping business of this old-established and other firms, who were not allowed to execute an order, or even to post out a price-list, without first obtaining the consent of the City commission agents. I refused to buy on such conditions, and placed my order, which was worth £10,000 yearly, with an American firm. Why could not this old-established firm employ a man in their own office to sell their own goods for export? Again, he refers to the common practice among our manufacturers of granting exclusive agency for a foreign market to agents out there who are generally already representing 10, 20, 30, or even 40 other manufacturers. It is nothing less than amazing to find, as we often do, how entirely important manufacturing firms resign their interests in foreign markets to agents who are not in a position to do justice to the trade possibilities of the firms' goods. If manufacturers were more alive to their own interests, these commission agents would never be in a position to demand exclusive agencies for territories which they could not possibly cover effectively, and without even a guarantee of obtaining business for a considerable period of years. We fear the truth is in most of these cases that manufacturers prefer to abandon the markets to these agents rather than undertake the risk, trouble, and expense of maintaining direct relations with buyers abroad. Our country cannot long maintain her position in the world's markets if these conditions prevail as widely as they do at present. The "shipper of British goods" gives a typical instance of the manufacturers' attitude. "Oh," said a manufacturer to him lately, "cranes are not wanted in the Colonies. We have had an exclusive agent there representing us for five years, and he has only sold one crane!" The whole statement is ridiculous. The shipper states as a matter of fact that if the firm had had a man in their office to attend to export orders they could have sold one crane weekly.

This correspondent thinks that too much attention is paid by manufacturers to out-of-date Consular reports, but our own experience is that manufacturers judge these reports much as the correspondent does himself. "What we want in orders," is the manufacturers' message to the Consuls and to all export trade publications, and they do not waste their time in hunting where there is no likelihood of coming across a scent of business.

THE BRITISH CHINA SQUADRON.

The China Squadron's reputation for gunnery has been maintained as the result of last year's firing, which will shortly be promulgated as a Blue Paper. It is possible to anticipate the Admiralty publication by stating that the China Squadron stands at the top of the battle practice for 1918, a coveted position it previously held in 1909, but from which it was deposed in 1910 by the Australia Squadron. The *Minotaur*, flagship of Vice-Admiral Sir Alfred Winsloe, occupies fourth position in the order of merit of all ships that fired, and the *Newcastle*, which has only just completed a year's service on the China Station, is sixth. Admiral Winsloe is therefore entitled to be congratulated on the high position occupied by his squadron in the most important of all training work.

The armoured cruiser *Defence* was ordered to leave Devonport on March 1 for Hongkong, for service on the China Station. The *Defence*, it is understood, will take the place of the *Minotaur* as flagship of Vice-Admiral Sir Alfred Winsloe. Commander-in-Chief of the China Station. The two years' commission of the *Minotaur* expired on January 4.

Captain E. L. T. Tatham has been appointed H.M.S. *Defence*, to date February 1. The *Defence* embarked relief duty at Plymouth on 3rd ult. and left for the China Station.

ARE YOU A MAN? If so a tube of PINKLETS will nicely fit your waistcoat pocket. They dispel Constipation, aid Digestion, regulate the Liver, cure Biliousness. As gentle as Nature. 60 cents of Chemists, and post free from The Dr. Williams' Medicine Co., 84c, Seachuen Road, Shanghai.

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Our argument is there is nothing better than M.P.

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[33]

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BRITISH ADMIRALTY CHARTS.

45

If You Wear TORICS

You know you have the best. If you do NOT, you have not yet done the best you can to give your eyes comfort. It is possible to correct the vision of eyes that need glasses without using TORIC LENSES. It would also be possible to use a motor-car without pneumatic tyres, but it would not be so comfortable. If you have failed to find real eye comfort, try a pair of TORICS. The deep inner curve conforms to the natural motions of your eye. Their advantage is particularly noticeable to players of tennis, golf, cricket, and billiards. Made in clear glass and tinted shades.

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UNVARIABLE FOR OVER
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OF TEETH**
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for the sake of health and appearance.
**ROWLAND'S
ODONTO**
Thoroughly cleans the teeth from all
impurities, whitens and restores them.
Removes the tartar and yellow
from the teeth and gums, and gives
a pleasing fragrance to the breath.
Contains Nothing Getty or Acid. 2/6
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AN UNWELCOME GUEST
Of brow, nose, and cheek
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FLEAS & FLIES.**

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Sole de Carlos. Cures Dyspepsia and all
sorts of Disorders of the Stomach and Intestines,
indigestion and flatulence.
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Greatest Golden Seal
Cures all skin diseases
A simple remedy for
Scabies, Eczema, Itch, Fungal
Infections, etc. It is a powerful
antiseptic, and cures all
sorts of skin diseases.
AT CHEMISTS
Why not cure yourself
Thoroughly with each bottle
guaranteed to cure.
The Great Golden Seal
Cures all skin diseases.
T.B.L.

SELF CURE NO. 1
THE FRENCH REMEDY
THERAPION NO. 1
In a remarkably short time, often a few days, it
cures all skin diseases, and restores the skin to its
natural condition.
THERAPION NO. 2
Cures all skin diseases, and restores the skin to its
natural condition.
THERAPION NO. 3
Cures all skin diseases, and restores the skin to its
natural condition.
SOLE AGENTS: THE FRENCH REMEDY CO., LTD., LONDON.

A GRAVE TENDENCY OF THE DAY.

[BY HAROLD OWEN IN "DAILY GRAPHIC."]

When the nineteenth century was closing everything that seemed abnormal was excused, if not explained, by the comment: "Oh, it is *fin de siècle*!" But now we are not at the end of a century, and so another phrase is coined: "It is the spirit of the age." Well, what is the spirit of the age? If we are to judge by the most general indication of tendencies of the spirit of the age, it is the defiance of authority. Everybody is in revolt. Law and order are in contempt. Decorum is derided. Manners are dead. Self-control is despised.

Let us take a glance through the columns of a single newspaper of a single day. "Civil War Conditions Possible"—that startling headline refers to the coal-strike that looms over us, and for once the heading is not in advance of the text. Then: "Mr. Keir Hardie's Attack on the King"—a brutal vulgarity, an unintelligent disrespect for a conscientious Sovereign. Next, a few comments from a London magistrate, inspired by the behaviour of some young women (not "political offenders" this time) committing violent assaults on other women: "This is only another illustration of what is happening day after day, where young women show a complete absence of anything like self-control, a complete contempt for law and order. The whole nature of the sex seems to be altered."

Next, just to connect these phenomena directly and plainly with the spirit of anarchy itself, we have a strange English sect whose creed is to obey no law of the land—a "spiritual brotherhood" which does not recognise the law, and whose members decline to give evidence at a police-court. "I decline to help you in your dirty work," says one of the brotherhood, and the magistrate promptly gives him seven days. "I have not come here to help you with your dirty work," says another spiritual brother, slightly varying the formula, and he gets seven days; and as he leaves the court gives this spiritual admonition to the magistrate (though it seems poor satisfaction for seven days):—"There are two ways open to you, either to repent or hang yourself!"

Nowadays a "SMASH-UP." I turn the page to try to come across something a little more reassuring, and find the principal of a well-known school calmly contemplating, if not actually predicting, "the smash-up of civilisation." Well, things certainly do look as though they were tending that way. Perhaps these later manifestations of unrest are the result of last August, when England was very near indeed to "civil war conditions," and when even the schoolboys went out on strike—until they were bidden into contrition and obedience by authority. But what accounted for the events of last August, and how was it that even in England, the land of "settled Government," the land to which the refugees from disorder and revolution in other lands have always fled, the land in which foreign potentates invest their money in preference to their own insecure "home securities"—how was it that even we in England became familiarised, in a week, with the whole idea of revolution?

I cannot say, nor even conjecture. But perhaps something must be put down to the fact that for six years certain members of an unfranchised sex have been openly proclaiming their defiance of law, order and Government; and to the fact that even some of those members who do not physically defy the law nevertheless hold that a political change, if asked for by any section of the population, must be conceded, and instantly conceded, despite Government, or Parliament, or electorate. Perhaps this little "revolutionary" movement more than any other has spread the infection of revolt, and familiarised us with the idea of a contempt for authority. But whether this be a minor cause or only a major symptom, the revolt and contempt are plain enough.

IS BRITISH CHARACTER CHANGING? Has something suddenly snapped within us? Is the national character changing? Is the old traditional English respect for law and order undergoing a wholesale revision, becoming all tradition and ceasing to be fact? We have read of "emeutes" in France, disturbances in Germany, revolutions in Portugal, and strike riots in America, and we have always complacently said: "Ah, these foreigners!" and thanked Heaven we lived in England. But five months ago a little mob of "respectable people," living in little villas in Wales, joined a bigger mob of shop-looters and helped themselves, and went home with their loot, just as naturally as though they were going home with their marketing.

What is behind it all? I only ask, and cannot answer. But certainly the spell of law-abidingness seems to have broken, and Authority is scorned in its seat. All these things may mean nothing, of course. But before every storm comes the first breath of wind, and perhaps all these things are the straws that should tell us whence the wind blows. Whether the storm is to follow the straws I do not know. All I know is that the straws are there; and it is the historians who are always able to tell us what they mean after the event. And perhaps after the event—may we shall ourselves be wiser in a good many things than we are now.

HEALTH OF CHINA.

One may say, speaking generally, writes the China correspondent of the *Lancet*, that life in China nowadays has less risk, as regards the preservation of health among Europeans, than in any other country east of Suez except Japan. If ordinary care be taken, sickness and mortality rates unfortunately maintain their high level among Chinese. On all hands there is evidence of the increase of tuberculosis. I have frequently referred to this scourge, which is spreading throughout the empire unimpeded by any attempt to check it. Sanatoriums are unknown; not even the most elementary principles to limit infection now so well-established in Europe are observed. In this land, with 500 medical and over 2,000 lay missionaries belonging to every imaginable sect, there is abundant room and opportunity for those who are willing to practise and preach the gospel of public hygiene. There are not, as in India, innumerable caste or religious restrictions, and, moreover, the average Chinese is a reasonable creature, and willing to listen if he is shown the right way.

WM. POWELL, LTD.

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Montserrat Lime Juice. Made only
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"SEAL" RED PRINTING INK
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OUR New Patent Low Set Express Cushions can be fitted to any BILLIARD TABLE
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(Freight on a case of Cushions to Bombay, Rs. 4/- on 7/-)BEST AFRICAN IVORY BILLIARD BALLS,
THOROUGHLY SEASONED.CRYSTAL AND BONZOLINE BALLS, ALL SIZES
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ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.Illustrated price lists, giving prices and particulars of everything pertaining to billiards,
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BILLIARD TABLE MAKERS AND IVORY TURNERS,
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to make a change from Wallpaper to the
Beautiful modern Hall's Distemper Decoration.The scientific ideal of a wall covering is one that is not only beautiful,
but easy to keep clean, germ proof, absolutely fast in colour, and when
applied a thorough disinfectant. No wall covering conforms so closely to
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It sets hard, kills microbes and vermin, and disinfects. It never cracks or blisters,
nor peels off.It is made in a wide range of 70 colours, including rich dark as well as light tints. The
colours never fade, enabling furniture and pictures to be moved about a room without
showing discoloured walls.Hall's Distemper decoration may be washed by lightly sponging down with clean tepid
water. It remains clean, sweet and fresh for years.**HALL'S DISTEMPER**
Sanitary Washable
(Reg. Trade Mark)

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TO GET THERE THAT'S A HOLIDAY.

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See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

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SIBERIA	18,000	"	TUESDAY, 16th April, at 1 P.M.
CHINA	10,200	"	TUESDAY, 23rd April, at 1 P.M.
MANCHURIA	27,000	"	TUESDAY, 30th April, at 1 P.M.
NILE	11,000	"	TUESDAY, 14th May, at 1 P.M.
MONGOLIA	27,000	"	MONDAY, 23rd May, at 1 P.M.
KOREA	18,000	"	TUESDAY, 18th June, at 1 P.M.

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CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).
ORTERIO 6th March.	HERCULES 15th March.

To be followed by other Steamers of the Company at regular intervals.
Calling at AMOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Points.
For Rates of Freight and Passage, apply to—

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NEW LINE OF STEAMERS

TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

STEAMERS.	Tons	Starting	1912
S.S. "KATANGA"	5,600	"	1st Half May, 1912.
S.S. "DUNERIG"	3,000	"	to Follow.

And regularly thereafter.
For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG.	FROM COLOMBO.
27th February.	S.S. "COMERIC" 10th March.

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THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

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HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS

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HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 6th MARCH, 1912.

8 a.m. "HEUNGSHAN"	8 a.m. "HONAM"
10 p.m. "KINSHAN"	5 p.m. "FATSHAN"

THURSDAY, 7th MARCH, 1912.

8 a.m. "HONAM"	8 a.m. "HEUNGSHAN"
10 p.m. "FATSHAN"	5 p.m. "KINSHAN"

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sunday at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 10th MARCH.

The Company's Steamship

"SUI AN."

will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-BANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE

INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

The S.S. "SAINAM" and "NANNING" will run as usual.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANDU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Hongkong Hotel. [143]



TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU	21,000 tons.
S.S. CHIYO MARU	21,000 tons.
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AND
S.S. NIPPON MARU

11,000 tons. (INTERMEDIATE)
HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily bath, bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 11th Mar., 4 P.M.
EUHI	4000	S. Crosby	Manila, Mangarin, Iloilo and Cebu	On 20th Mar., 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong 4th March, 1912. PHILIPPINES S.S. Co. [113]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	8th March	Saturday, 30th March

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

56

JAVA-CHINA-JAPAN LIJN
REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	JAVA	First half of March.	JAPAN	First half of March.
TJIPANAS	JAVA	First half of March.	JAVA	First half of March.
TJIBODAS	JAVA	First half of March.	SHANGHAI	First half of March.
TJIMAH	JAPAN	First half of March.	JAVA	First half of March.
TJILIWONG	JAVA	First half of March.	JAPAN	Second half of March.
TJIMANOER	JAVA	First half of March.	JAPAN	Second half of March.
TJILATJAP	JAVA	Second half of March.	SHANGHAI	First half of April.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.
Hongkong, 7th February, 1912.

Telephone No. 375.

SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILING.
SHANGHAI, YOKOHAMA, PEKING	"PEKING"	6,500	About 20th April.

For Freight and Further Particulars, apply to

ARTHUR NILSSON & CO.,
YOK BUILDINGS, 1st Floor.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERE, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"YORCK"	Capt. J. RANDELMANN, 17,000	Wednesday, 20th Mar., at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"PRINCESS ALICE"	Capt. P. GROSCH, 23,500	About 7th March.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COLENT"	Capt. L. KROHNST, 6,750	9 A.M. 8th March.

KOBE and YOKOHAMA	"PRINZ WALDEMAR"	Capt. H. BREMER, 6,000	About 5th March.
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KUDAT and SANDAKA	"BOENSO"	Capt. F. SEMBIL, 5,000	Middle of March.
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All the Steamers of the European Line are fitted with Wireless-Telegraphic, New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHRS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 6th March, 1912.

5

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

Head Office for the Far East—15, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 2-3, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED

FOREIGN MONIES exchanged.

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NOTICES TO CONSIGNEES

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

NOTICE TO CONSIGNEES.

R.M.S. "MONTREAL"

THE above-mentioned Steamer having arrived from VANCOUVER, VICTORIA and JAPAN PORTS, Consignees of Cargo are hereby notified that their Goods, with the exception of Parcels, Treasure and Valuables, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon Godown, where delivery can be obtained.

Goods on hand after the 8th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages are to be left in the Godowns, where they will be examined on SATURDAY, the 9th instant, at 10 A.M. No Claims will be admitted after the Goods have left the Godowns.

D. W. CRADDOCK, General Traffic Agent.

Hongkong, 2nd March, 1912. [399]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "TENYO MARU"

FROM SAN FRANCISCO, HONOLULU and JAPAN PORTS.

THE above-mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on THURSDAY, the 7th inst., at 5 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on MONDAY, the 11th inst., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before MONDAY, the 18th inst., otherwise they will not be recognized.

K. MATSUDA, Agent.

Hongkong, 4th March, 1912. [401]

NOTICE TO CONSIGNEES.

STEAMSHIP "WILHELMEN"

FROM TACOMA, SEATTLE, YOKOHAMA, AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd., Agents.

Hongkong, 3rd March, 1912. [402]

